

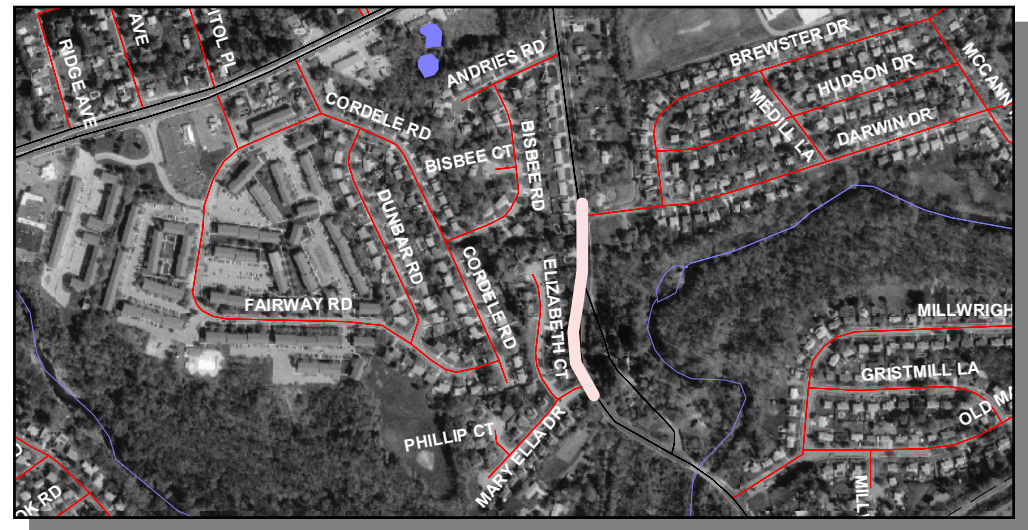
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS**PROJECT SCOPE/DESCRIPTION:****Multi-modal Improvements**

- **Areawide Sidewalks / Bus Stops** – This group of projects will add sidewalk segments throughout the Churchman's Crossing area in an effort to improve pedestrian connections between communities, businesses, schools, recreational destinations, and transit service. Signalized intersections, channelization islands, pedestrian ramps, crosswalks, and pedestrian signals will be added. These projects will also upgrade existing or add new bus stops throughout the Churchman's Crossing area in an effort to make transit more attractive and accessible to existing/potential users.

The adjacent map indicates the locations of sidewalk improvements along Kirkwood Highway and SR 7 currently in the design phase. Additional locations will be identified in the future.



- **Red Mill Road Sidewalk** – This project will provide a new sidewalk connection along the west side of Red Mill Road between Mary Ella Drive and north of Darwin Drive, helping to link neighboring communities (Millrace, Sycamore Gardens, Admiral Club, and Red Mill Farms). This project will also add bicycle lanes through the project limits to better delineate Bike Route 1, and replace an existing bypass lane with a left turn lane into Mary Ella Drive from northbound Red Mill Road. To improve safety, the project will add physical medians to delineate safe travel paths, protect the left turn into Mary Ella Drive, and improve the sight distance along Red Mill Road at the intersection of Mary Ella Drive.



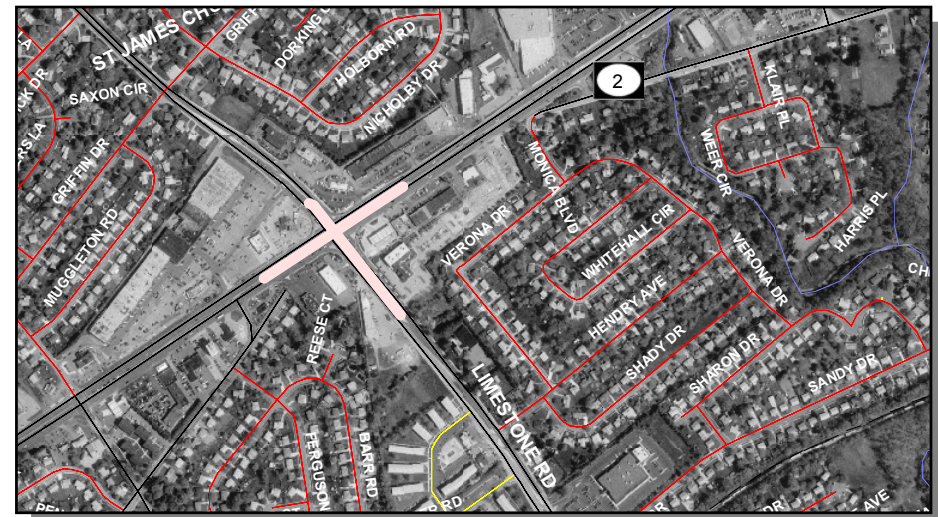
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

Enhanced Transit Services – Vehicles will be purchased to provide additional bus service, including shuttles throughout the area along with a ride share matching service; guaranteed ride home program; vanpool services; flexible work program transportation management coordination; provided timetables at bus stops; and work with local employees to promote compressed work week, staggered work hour, and preferential parking programs.

Intersection Improvements: The intersections listed below will be programmed for design and construction as conditions warrant, per the triggers recommended in the Churchman's Crossing Study. The funding shown is timed to be available when these intersections meet the triggers. Information from on-going traffic conditions monitoring will cause adjustments to be made.

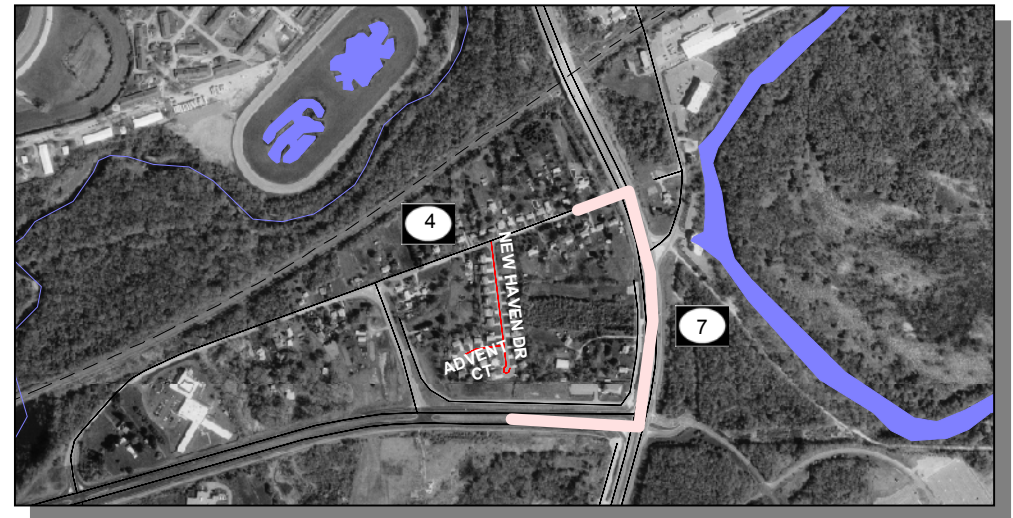
- **SR 2/SR 7** – This project will add an additional westbound SR 2 left-turn lane to southbound SR 7 and an additional eastbound SR 2 left-turn lane to northbound SR 7. The project will also add pedestrian and transit improvements by adding sidewalks on both sides of SR 2 from Griffin Drive to SR 7; enlarging channelization islands; adding pedestrian ramps, crosswalks, and pedestrian signals at the SR 2/SR 7 intersection; and upgrading four existing bus stops. This project will mill and overlay the existing pavement on SR 2 on both sides of the intersection as well as the existing pavement on SR 7 between SR 4 and Milltown Road. Construction for this project began in June 2002 and is expected to be complete by the end of the current calendar year.

SR 2 and SR 7



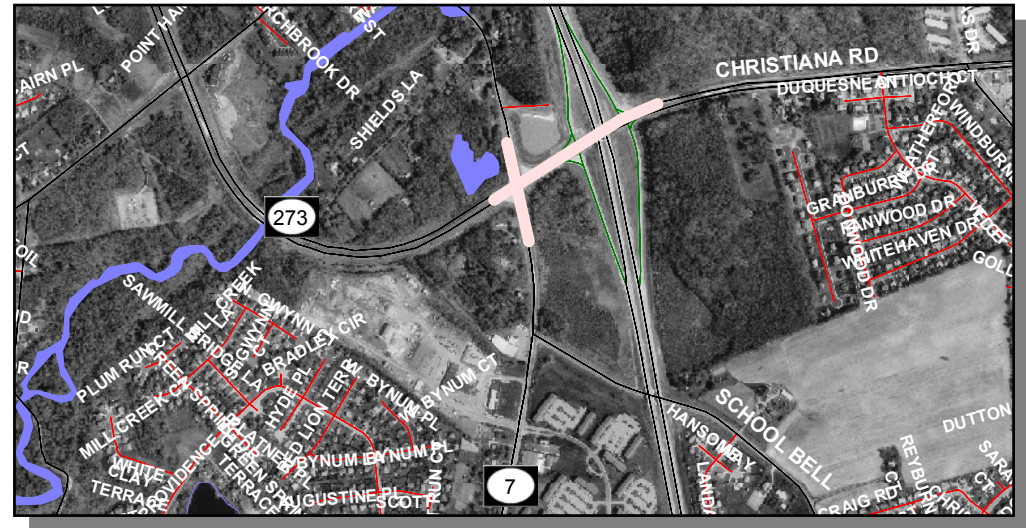
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 4/SR 7 (Phase I) (Stanton Split)** – This project will add an additional westbound SR 4 through lane, and will increase the length of the southbound SR 7 left-turn lane to eastbound SR 4 storage lane. The project will also add improved pedestrian and transit access by providing sidewalks on the west side of SR 7 to the school entrance and on the west side of Elm Street between eastbound and westbound SR 4; adding pedestrian ramps, crosswalks, and pedestrian signals at the SR 4/SR 7 intersection; and upgrading one existing bus stop.
- **SR 4/SR 7 (Phase II) (J. P. Morgan)** – A third left-turn lane from eastbound SR 4 to northbound SR 7 may be required to accommodate approved development expansion (MBNA, Christiana Hospital, Center Pointe, and J.P. Morgan) in the SR 4 corridor, which has not occurred to date.

SR 4

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 7/SR273** – This project includes an additional left-turn storage capacity lane for SR273 traffic turning onto SR 7. A second left-turn lane was added to SR273 turning onto northbound SR 1. The additional left-turn lane is currently striped as a single left until traffic warrants opening the second left lane.

SR7 and SR273

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR273/Harmony Road** – Safety improvements will be determined after monitoring traffic following the construction of Harmony Road traffic calming measures.

Westbound SR273

- **SR 273/Main Street Christiana** – The realignment of the existing road from Brown's Lane to SR273 will separate town center traffic from local traffic.

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 2/Harmony Road** – Safety improvements will be determined after monitoring traffic following the construction of Harmony Road traffic calming measures.

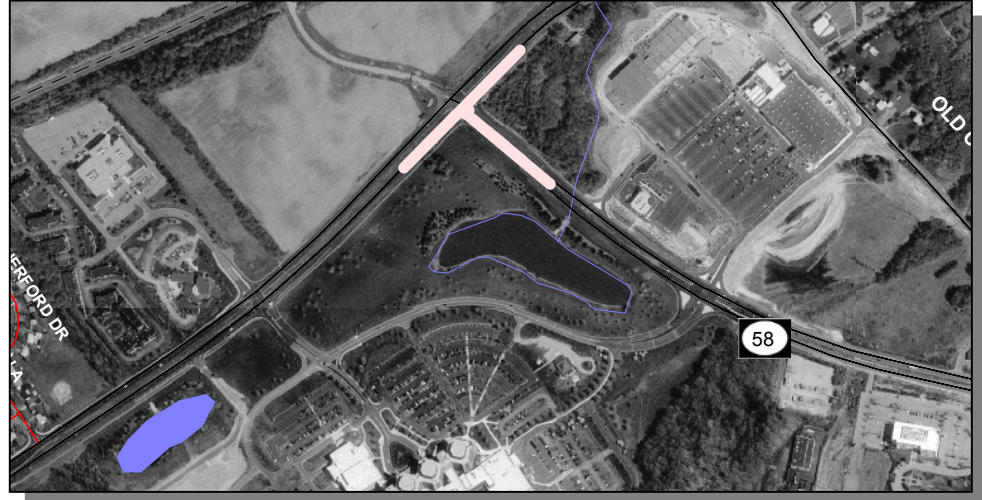
SR 2 and Harmony Road

- **SR 4/Harmony Road** – Safety improvements will be determined after monitoring traffic following the construction of Harmony Road traffic calming measures. Ultimate improvements along SR 4 at the intersection would accommodate approved development expansion (MBNA, Christiana Hospital, Center Pointe, and J. P. Morgan) in the SR 4 corridor, which has not occurred to date, for the most part. Improvements may include one additional through lane in each direction on SR 4.

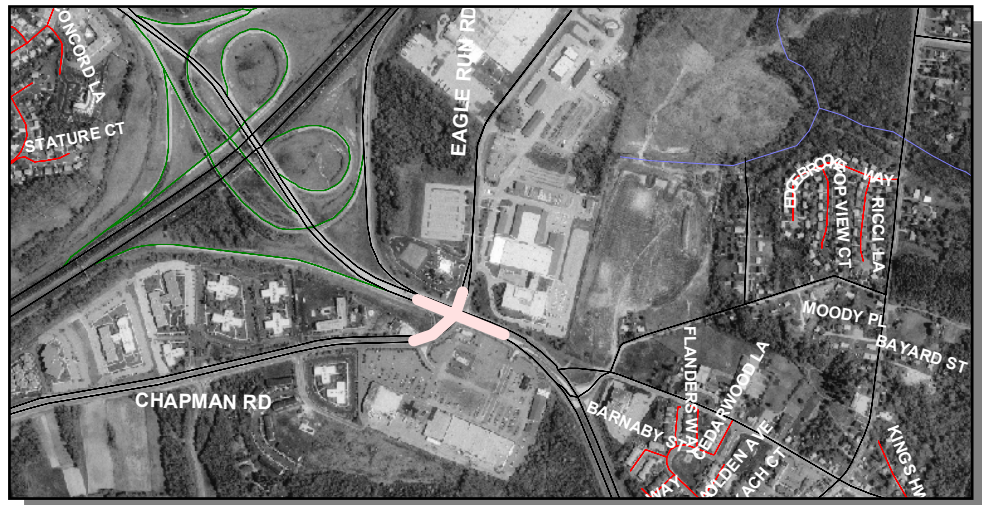
SR 4 and Harmony Road

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)

- **SR 4/Churchman's Road** – A third northbound left-turn lane from Churchman's Road to westbound SR 4 may be required if Churchman's Road is not extended from SR 4 north to SR 2. If the Churchman's Road extension (included in the WILMAPCO Metropolitan Transportation Plan) is constructed, this intersection will need to be reconfigured.



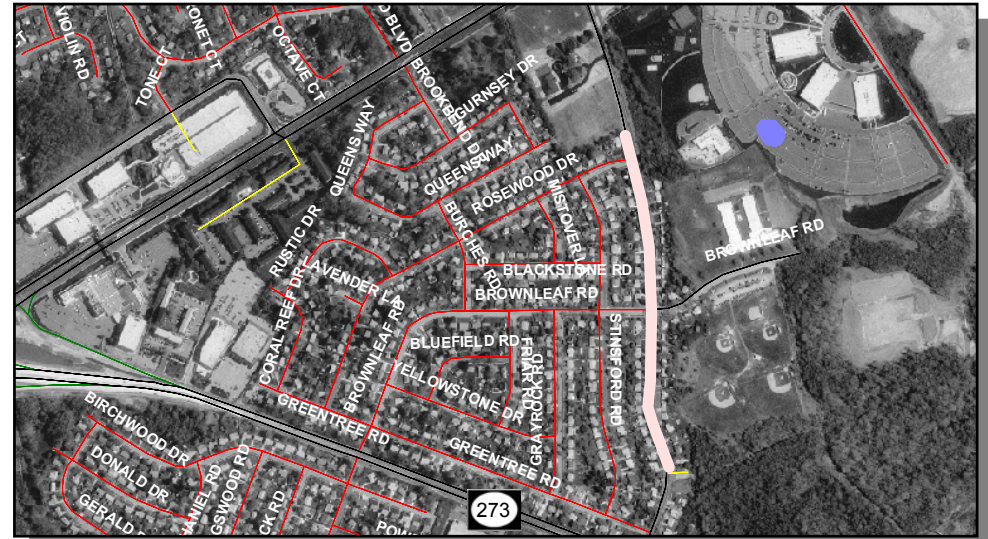
- **SR273/Chapman Road** – This project contains potential safety and capacity improvements and may not be required if Christiana Connector is constructed.

SR 273 and Chapman Road

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**Other Area Improvements:**

- Harmony Road Traffic Calming** – This project will construct traffic calming median and choker islands in four locations along Harmony Road between SR273 and SR 4 in an attempt to reduce traffic volumes and vehicle speeds through the community. This project will also add pedestrian ramps at existing sidewalk locations and replace an existing landscaped median on Brownleaf Road. This project will mill and overlay the existing pavement on Harmony Road from SR273 to just north of Rosewood Drive. Construction is complete on this project as the final inspection was October 2001.

PROJECT JUSTIFICATION: These projects are the beginning of the implementation phase for the Churchman's Crossing Study.



County:

New Castle

Municipality:

Road System - Arterials

Funding Program:

Management

Functional Category:

18, 19, 21, 24, 26

Representative District:

8, 9

Senatorial District:



CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT FUNDING INFORMATION**

| Project | Funding Type | Original Estimate | Current Estimate | Authorization | Committed as of 10/22/02 | Expended as of 10/22/02 | Committed Unexpended as of 10/22/02 | Authorization Available |
|---|--------------|-------------------|------------------|---------------|--------------------------|-------------------------|-------------------------------------|-------------------------|
| Churchman's Crossing Corridor, Improvements | | \$ 42,798.3 | | | | | | |
| Prior Years | State | | | \$ 5,958.9 | \$ 5,482.3 | \$ 4,211.3 | \$ 1,271.1 | \$ 476.6 |
| | Federal | | | \$ 6,296.0 | \$ 6,296.0 | \$ 5,874.2 | \$ 421.8 | \$ 0.0 |
| | Other | | | \$ 275.0 | \$ 275.0 | \$ 250.0 | \$ 25.0 | \$ 0.0 |
| FY 2003 | State | | \$ 51,662.9 | \$ 4,171.7 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 4,648.3 |
| | Federal | | | \$ 8,480.0 | \$ 700.1 | \$ 0.0 | \$ 700.1 | \$ 7,779.9 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2004 Request | State | | | \$ 2,147.9 | | | | \$ 6,796.2 |
| | Federal | | | \$ 5,200.0 | | | | \$ 12,979.9 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2005 Projected | State | | | \$ 994.7 | | | | \$ 7,790.9 |
| | Federal | | | \$ 3,978.7 | | | | \$ 16,958.6 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2006 Projected | State | | | \$ 940.0 | | | | \$ 8,730.9 |
| | Federal | | | \$ 3,760.0 | | | | \$ 20,718.6 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2007-2009 Projected | State | | | \$ 1,892.0 | | | | \$ 10,622.9 |
| | Federal | | | \$ 7,568.0 | | | | \$ 28,286.6 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| Total Projected | State | | | \$ 16,105.2 | \$ 5,482.3 | | | \$ 10,622.9 |
| | Federal | | | \$ 35,282.7 | \$ 6,996.1 | | | \$ 28,286.6 |
| | Other | | | \$ 275.0 | \$ 275.0 | | | \$ 0.0 |
| Total All Funds | | \$ 42,798.3 | \$ 51,662.9 | \$ 51,662.9 | \$ 12,753.4 | \$ 10,335.4 | \$ 2,418.0 | \$ 38,909.5 |

CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|--|---------|------------------|------------------|-------------|---------|------------|------------|------------|---------------|
| | Churchman's Crossing Corridor, Improvements | | | | | | | | | |
| | Projects | PE/RW/C | 80% FHWA | \$ 9,833.3 | \$ 3,000.0 | \$ 0.0 | \$ 1,500.0 | \$ 2,133.3 | \$ 3,200.0 | \$ 0.0 |
| | | PE/RW/C | 100% ST | 843.6 | 843.6 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Program Management | MGT | 100% ST | 450.0 | 450.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Multi-Modal Improvements | | | | | | | | | |
| 99-019-03 | Areawide Sidewalks/Bus Stops | PE | 100% ST | 486.0 | 486.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 21-116-01 | | RW | 100% ST | 580.0 | 580.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 22-116-02 | | C | 80% FHWA | 7,280.0 | 2,140.0 | 0.0 | 3,000.0 | 2,140.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| 95-116-01 | Churchman's Area Improvements | C | 100% Private | 250.0 | 250.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| 21-116-02 | Red Mill Sidewalk | RW | 100% ST | 100.0 | 100.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 950.0 | 950.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Enhanced Transit Service | PRO | 100% ST | 450.0 | 450.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Intersections | | | | | | | | | |
| 20-111-02 | SR 2/ SR 7 Intersection (Limestone Rd. and | PE | 100% ST | 40.0 | 40.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | Kirkwood Highway) | RW | 100% ST | 20.0 | 20.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 100% Private | 25.0 | 25.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 1,780.0 | 1,780.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| 20-111-01 | SR 4/ SR 7 Phase I, Stanton Split | RW | 100% ST | 425.0 | 325.0 | 0.0 | 100.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 960.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 960.0 |
| | | | | | | | | | | |
| | SR 4/SR 7 Phase II (JP Morgan) | PE | 100% ST | 700.0 | 0.0 | 300.0 | 400.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 6,000.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6,000.0 |
| | | | | | | | | | | |
| 20-041-01 | SR 7, SR273 Intersection | C* | 80% FHWA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | SR273/Harmony Road | PE | 100% ST | 140.0 | 40.4 | 99.6 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 700.0 | 0.0 | 0.0 | 0.0 | 700.0 | 0.0 | 0.0 |

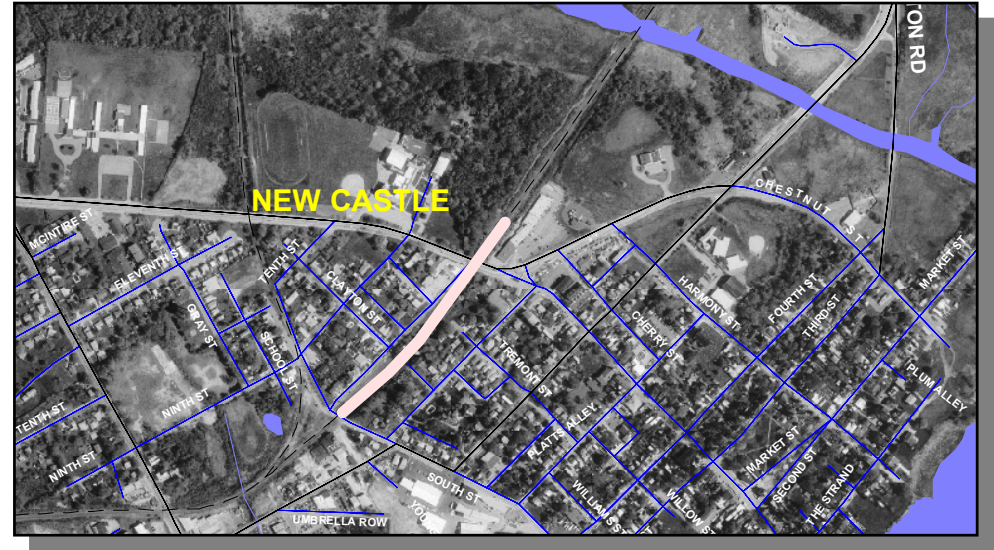
CHURCHMAN'S CROSSING CORRIDOR, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|---|-------|------------------|------------------|-------------|-------------|------------|------------|------------|---------------|
| | Churchman's Crossing Corridor, Improvements, Continued | | | | | | | | | |
| 23-041-01 | SR273 / Main Street, Christiana | PD | 100% ST | 800.0 | 0.0 | 800.0 | 0.0 | 0.0 | 0.0 | \$ 0.0 |
| | | PE | 100% ST | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | RW | 80% FHWA | 5,000.0 | 0.0 | 5,000.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 5,600.0 | 0.0 | 5,600.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | SR 2/Harmony Road | PE | 100% ST | 300.0 | 0.0 | 0.0 | 300.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 1,500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,500.0 | 0.0 |
| | | | | | | | | | | |
| | SR 4/Harmony Road | PE | 100% ST | 500.0 | 0.0 | 452.1 | 47.9 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 2,500.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2,500.0 |
| | | | | | | | | | | |
| | SR 4/ Churchman's Road | PE | 100% ST | 400.0 | 0.0 | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C* | 80% FHWA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | SR273/Chapman Road | PE | 100% ST | 400.0 | 400.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 2,000.0 | 0.0 | 0.0 | 2,000.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Roadway Improvements | | | | | | | | | |
| | Churchman's Road/SR 7 | RW | 100% ST | 650.0 | 650.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C* | 80% FHWA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| 22-111-01 | SR 7 Ramp Extension @ I-95 / SR 7 Interchange | PE* | 100% ST | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C* | 80% FHWA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Total All Funds | | | \$ 51,662.9 | \$ 12,530.0 | \$ 12,651.7 | \$ 7,347.9 | \$ 4,973.3 | \$ 4,700.0 | \$ 9,460.0 |

CITY OF NEW CASTLE, IMPROVEMENTS

PROJECT SCOPE/DESCRIPTION: The intersections of SR 9 at 3rd and 6th Streets will be reconfigured to create a more continuous alignment on SR 9. Currently, the alignment of these intersections directs through traffic onto residential, historical streets. This project will provide pedestrian crosswalks at both intersections and may signalize the SR 9 and 6th Street intersection, if necessary.

PROJECT JUSTIFICATION: These intersection improvements were recommended in the *City of New Castle Transportation Plan*, adopted by WILMAPCO in January 2000. The improvements will address the problem of cut through traffic on residential streets by encouraging traffic to remain on SR 9. A traffic signal and crosswalks will improve connections between historic New Castle and surrounding commercial areas, schools, and housing.



| | |
|---------------------------------|-------------------------|
| County: | New Castle |
| Municipality: | New Castle |
| Funding Program: | Road System – Arterials |
| Functional Category: | Management |
| Representative District: | 17 |
| Senatorial District: | 12, 13 |



*CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)***PROJECT FUNDING INFORMATION**

| Project | Funding Type | Original Estimate | Current Estimate | Authorization | Committed as of 10/22/02 | Expended as of 10/22/02 | Committed Unexpended as of 10/22/02 | Authorization Available |
|----------------------------------|--------------|-------------------|------------------|---------------|--------------------------|-------------------------|-------------------------------------|-------------------------|
| City of New Castle, Improvements | | \$ 3,080.0 | | | | | | |
| Prior Years | State | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2003 | State | | \$ 3,080.0 | \$ 280.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 280.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2004 Request | State | | | \$ 0.0 | | | | \$ 280.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2005 Projected | State | | | \$ 360.0 | | | | \$ 640.0 |
| | Federal | | | \$ 640.0 | | | | \$ 640.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2006 Projected | State | | | \$ 360.0 | | | | \$ 1,000.0 |
| | Federal | | | \$ 1,440.0 | | | | \$ 2,080.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2007-2009 Projected | State | | | \$ 0.0 | | | | \$ 1,000.0 |
| | Federal | | | \$ 0.0 | | | | \$ 2,080.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| Total Projected | State | | | \$ 1,000.0 | \$ 0.0 | | | \$ 1,000.0 |
| | Federal | | | \$ 2,080.0 | \$ 0.0 | | | \$ 2,080.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| Total All Funds | | \$ 3,080.0 | \$ 3,080.0 | \$ 3,080.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 3,080.0 |

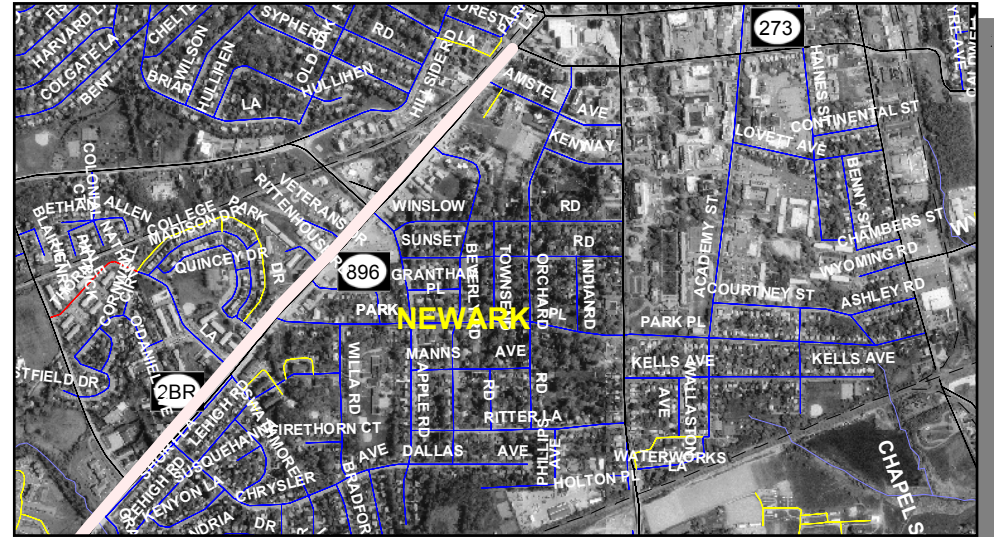
CITY OF NEW CASTLE, IMPROVEMENTS (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|---|-------|------------------|------------------|-------------|----------|---------|------------|------------|---------------|
| | City of New Castle, Improvements | | | | | | | | | |
| | | | | | | | | | | |
| | SR 9 and 3 rd Street, New Castle | PE | 100% ST | \$ 100.0 | \$ 0.0 | \$ 100.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | | C | 80% FHWA | 800.0 | 0.0 | 0.0 | 0.0 | 800.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | SR 9 and 6 th Street, New Castle | PE | 100% ST | 180.0 | 0.0 | 180.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | RW | 100% ST | 200.0 | 0.0 | 0.0 | 0.0 | 200.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 1,800.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1,800.0 | 0.0 |
| | | | | | | | | | | |
| | Total All Funds | | | \$ 3,080.0 | \$ 0.0 | \$ 280.0 | \$ 0.0 | \$ 1,000.0 | \$ 1,800.0 | \$ 0.0 |

ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK

PROJECT SCOPE/DESCRIPTION: This project which will include roadway reconstruction and intersection improvements within the city limits of Newark; safety, pedestrian, and bicycle improvements from West Park Place to Delaware Avenue; and pedestrian and bicycle improvements at SR 4/Elkton Road intersection. The project development phase will define the actual scope of work needed and develop an estimate.

PROJECT JUSTIFICATION: The roadway surface along this area is crumbling and needs a total reconstruction. The area from Amstel Avenue north to Delaware Avenue in Newark has been identified as a Highway Safety Improvement Program (HSIP) site.



County: New Castle
Municipality: Newark
Funding Program: Road System – Arterials
Functional Category: Management
Representative District: 23, 25
Senatorial District: 6



ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)

Elkton Road in Newark



Elkton Road to Maryland State Line



ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)**PROJECT FUNDING INFORMATION**

| Project | Funding Type | Original Estimate | Current Estimate | Authorization | Committed as of 10/22/02 | Expended as of 10/22/02 | Committed Unexpended as of 10/22/02 | Authorization Available |
|---|--------------|-------------------|------------------|---------------|--------------------------|-------------------------|-------------------------------------|-------------------------|
| Elkton Road, Maryland State Line to Delaware Avenue, Newark | | \$ 550.0 | | | | | | |
| Prior Years | State | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2003 | State | | \$ 550.0 | \$ 50.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 50.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2004 Request | State | | | \$ 500.0 | | | | \$ 550.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2005 Projected | State | | | \$ 0.0 | | | | \$ 550.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2006 Projected | State | | | \$ 0.0 | | | | \$ 550.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2007-2009 Projected | State | | | \$ 0.0 | | | | \$ 550.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| Total Projected | State | | | \$ 550.0 | \$ 0.0 | | | \$ 550.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| Total All Funds | | \$ 550.0 | \$ 550.0 | \$ 550.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 550.0 |

ELKTON ROAD, MARYLAND STATE LINE TO DELAWARE AVENUE, NEWARK (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|--|-------|------------------|------------------|-------------|---------|----------|---------|---------|---------------|
| | Elkton Road, Maryland State Line to Delaware Avenue, Newark | PE | 100% ST | \$ 550.0 | \$ 0.0 | \$ 50.0 | \$ 500.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | | RW | 100% ST | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Total All Funds | | | \$ 550.0 | \$ 0.0 | \$ 50.0 | \$ 500.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE

PROJECT SCOPE/DESCRIPTION: This project coordinates sidewalk and median improvements with the planned construction project on Kirkwood Highway (SR 2), from Centre Road (SR141) to Dupont Road (SR100).

PROJECT JUSTIFICATION: This project will promote multi-modal use and improve safety in the area.

| | |
|---------------------------------|-------------------------|
| County: | New Castle |
| Municipality: | Elsmere |
| Funding Program: | Road System - Arterials |
| Functional Category: | Management |
| Representative District: | 12, 13 |
| Senatorial District: | 7 |



KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE (CONTINUED)**PROJECT FUNDING INFORMATION**

| Project | Funding Type | Original Estimate | Current Estimate | Authorization | Committed as of 10/22/02 | Expended as of 10/22/02 | Committed Unexpended as of 10/22/02 | Authorization Available |
|--|--------------|-------------------|------------------|---------------|--------------------------|-------------------------|-------------------------------------|-------------------------|
| Kirkwood Highway, from Centre Road to DuPont Road, Elsmere | | \$ 900.0 | | | | | | |
| Prior Years | State | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2003 | State | | \$ 900.0 | \$ 900.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 900.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2004 Request | State | | | \$ 0.0 | | | | \$ 900.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2005 Projected | State | | | \$ 0.0 | | | | \$ 900.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2006 Projected | State | | | \$ 0.0 | | | | \$ 900.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2007-2009 Projected | State | | | \$ 0.0 | | | | \$ 900.0 |
| | Federal | | | \$ 0.0 | | | | \$ 0.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| Total Projected | State | | | \$ 900.0 | \$ 0.0 | | | \$ 900.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| Total All Funds | | \$ 900.0 | \$ 900.0 | \$ 900.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 900.0 |

KIRKWOOD HIGHWAY, FROM CENTRE ROAD TO DUPONT ROAD, ELSMERE (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|---|-------|------------------|------------------|-------------|----------|---------|---------|---------|---------------|
| | Kirkwood Highway, from Centre Road to DuPont Road, Elsmere | C | 100% ST | \$ 900.0 | \$ 0.0 | \$ 900.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | | | | | | | | | | |
| | Total All Funds | | | \$ 900.0 | \$ 0.0 | \$ 900.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |

LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD

PROJECT SCOPE/DESCRIPTION: A community working group comprised of civic leaders, business representatives, political leaders, and private citizens was formed in April 2000 to guide in the development of a recommended safety plan and to address the need for improved aesthetics on Lancaster Pike (SR 41), north of Valley Road to north of Schoolhouse Road.

The proposed improvements include:

- Installation of a traffic signal at the Lancaster Pike (SR 41) and Valley Road intersection to address angle accidents reported at the intersection - These accidents are caused by Valley Road motorists misjudging gaps in traffic on SR 41, due to speeding on the southbound downgrade approaching the center of town. The installation of a traffic signal will alternate the right-of-way for Valley Road and SR 41 motorists, reducing the likelihood of these types of accidents. Additionally, the traffic signal will accommodate Lancaster Pike left-turns for Valley Road and SR 41 motorists. This should reduce the congestion on Yorklyn Road and Old Lancaster Pike caused by the current diversion of left-turning vehicles destined for westbound Valley Road
- Conversion from four-way to two-way STOP control at the Old Lancaster Pike and Valley Road intersection to avoid operational conflicts with the proposed signalization at SR 41 and Valley Road.
- Conversion from two-way to one-way southbound travel on Old Lancaster Pike, north of the first residential driveway south of SR 41 to prohibit motorists from using Old Lancaster Pike, north of Valley Road, to bypass the proposed traffic signal at SR 41 at Valley Road.
- Improved overall pedestrian access and circulation by providing sidewalks on both sides of SR 41 from Yorklyn Road to the Police Athletic League Center (PAL) to Coffee Run Shopping Center and on both sides of Yorklyn Road, from SR 41 to Old Lancaster Pike. Additionally, pedestrian signalization and crosswalks will be provided on all four approaches of the Lancaster Pike and Yorklyn Road intersection and on three approaches to the Lancaster Pike and PAL Center intersection.



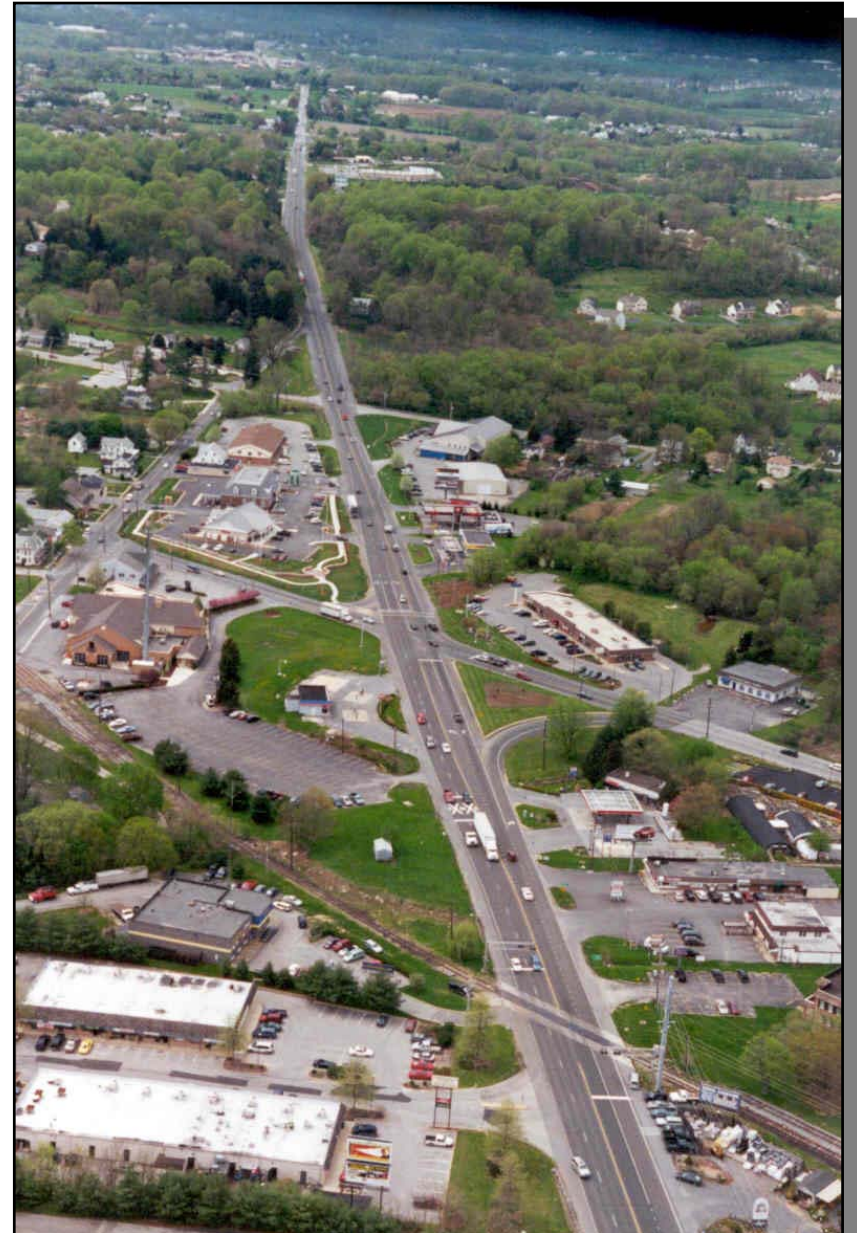
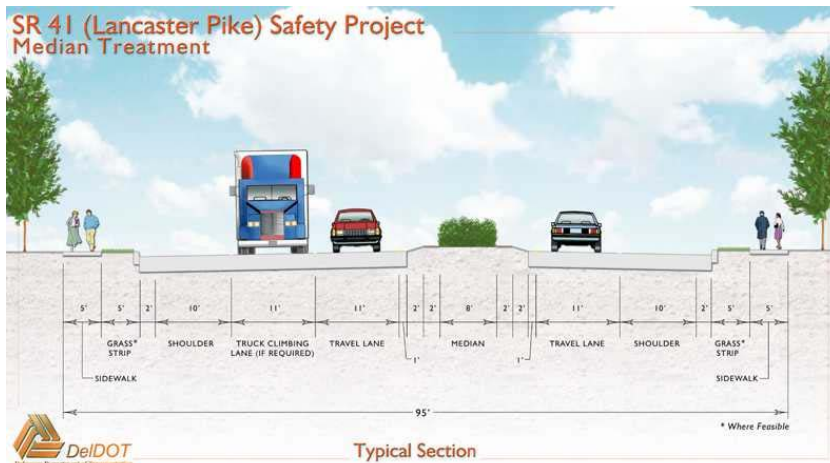
Bicycle traffic will be accommodated along the SR 41 corridor along a shared-use shoulder, which ranges in width from 8' to 12'. In the vicinity of a truck climbing lane along northbound SR 41 just north of Valley Road, the shoulder width is reduced to approximately four feet in order to avoid environmental impacts along the east side of the roadway. Special signing will be included to alert approaching motorists to this restricted shoulder area. At intersections with dedicated acceleration/deceleration lanes, a four-foot wide bicycle lane will be provided along the inside of the auxiliary lane.

Provisions for transit use, including concrete pads and pedestrian shelters, will be provided on the west side of SR 41 at the First Union park and ride lot.

LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)

PROJECT JUSTIFICATION: The department's Highway Safety Improvement Program (HSIP) identified the need for safety improvements to correct recurring accidents along Lancaster Pike from north of Valley Road to north of Mitchell Road. A combination of closely spaced commercial driveways and a lack of left-turn lanes combine to create numerous conflict points for motorists entering and exiting SR 41. This is especially apparent at the approaches to the Yorklyn Road signalized intersection where queue lengths restrict sight distance for motorists entering/exiting commercial driveways.

County: New Castle
Municipality:
Funding Program: Road System - Arterials
Functional Category: Management
Representative District: 20
Senatorial District: 4, 6, 7



LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)**PROJECT FUNDING INFORMATION**

| Project | Funding Type | Original Estimate | Current Estimate | Authorization | Committed as of 10/22/02 | Expended as of 10/22/02 | Committed Unexpended as of 10/22/02 | Authorization Available |
|---|--------------|-------------------|------------------|---------------|--------------------------|-------------------------|-------------------------------------|-------------------------|
| Lancaster Pike, North of Valley Road to North of Schoolhouse Road | | \$ 6,520.0 | | | | | | |
| Prior Years | State | | | \$ 940.0 | \$ 879.0 | \$ 431.0 | \$ 448.1 | \$ 61.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2003 | State | | \$ 6,520.0 | \$ 180.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 241.0 |
| | Federal | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| FY 2004 Request | State | | | \$ 1,080.0 | | | | \$ 1,321.0 |
| | Federal | | | \$ 4,320.0 | | | | \$ 4,320.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2005 Projected | State | | | \$ 0.0 | | | | \$ 1,321.0 |
| | Federal | | | \$ 0.0 | | | | \$ 4,320.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2006 Projected | State | | | \$ 0.0 | | | | \$ 1,321.0 |
| | Federal | | | \$ 0.0 | | | | \$ 4,320.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| FY 2007-2009 Projected | State | | | \$ 0.0 | | | | \$ 1,321.0 |
| | Federal | | | \$ 0.0 | | | | \$ 4,320.0 |
| | Other | | | \$ 0.0 | | | | \$ 0.0 |
| Total Projected | State | | | \$ 2,200.0 | \$ 879.0 | | | \$ 1,321.0 |
| | Federal | | | \$ 4,320.0 | \$ 0.0 | | | \$ 4,320.0 |
| | Other | | | \$ 0.0 | \$ 0.0 | | | \$ 0.0 |
| Total All Funds | | \$ 6,520.0 | \$ 6,520.0 | \$ 6,520.0 | \$ 879.0 | \$ 431.0 | \$ 448.1 | \$ 5,641.0 |

LANCASTER PIKE, NORTH OF VALLEY ROAD TO NORTH OF SCHOOLHOUSE ROAD (CONTINUED)**PROJECT TIMELINE INFORMATION**

| Project # | Description | Phase | Funding Schedule | Current Estimate | Prior Years | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 -2009 |
|-----------|--|---------|------------------|------------------|-------------|----------|------------|---------|---------|---------------|
| 20-007-02 | Lancaster Pike, North of Valley Road to North of Schoolhouse Road | LOC/ENV | 100% ST | \$ 125.0 | \$ 125.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |
| | | PE | 100% ST | 815.0 | 815.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | RW | 100% ST | 180.0 | 0.0 | 180.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | | C | 80% FHWA | 5,400.0 | 0.0 | 0.0 | 5,400.0 | 0.0 | 0.0 | 0.0 |
| | | | | | | | | | | |
| | Total All Funds | | | \$ 6,520.0 | \$ 940.0 | \$ 180.0 | \$ 5,400.0 | \$ 0.0 | \$ 0.0 | \$ 0.0 |